



## Appendix B: Resource List - Como Park Documents and Studies



## Como Regional Park Transportation Implementation Plan

### 1. Como Zoo Master Plan, Robert M Lambert Inc, Architects (1976)

Estimated peak attendance = 12,000 to 14,000 visitors per day

Estimated yearly attendance = 720,000

- a. Realign Midway Parkway to connect with Como Avenue and Beulah Lane - *partially implemented (Midway Parkway realigned, but connects to Horton Avenue instead)*
- b. Remove portions of Beulah Lane, Como Avenue, and Gateway Drive – *implemented*
- c. Realign Lexington Parkway through the park - *implemented*
- d. Locate a restaurant near the front entrance of the zoo that would remain open after zoo hours – *not implemented (note: restaurant was constructed at this location, but is open only during zoo hours)*
- e. Remove Estabrook Drive, Nason Place, Aida Place, and Kaufman Drive and portions of Horton Avenue – *not implemented*
- f. Realign W Como Avenue to intersect Lexington Parkway at Horton Avenue intersection – *not implemented*
- g. Relocate amusements area across Midway Parkway, connected by a pedestrian overpass – *not implemented*

### 2. Como Zoo Master Plan, Rafferty Rafferty Mikutowski and Associates (1978)

Estimated peak attendance = 12,000 visitors per day

Estimated zoo capacity = 15,000 visitors per day or 970,500 visitors per year

Estimated maximum parking required = 1,700 vehicles

- a. Eliminate Kaufman Drive as a through street and limit use to service only - *implemented*
- b. Control access to the zoo grounds through a single entrance and exit – *partially implemented (six access points existed in 1978, two access points currently exist)*
- c. Construct a Resource Center adjacent to the entry plaza for the zoo – *implemented (note: final design is slightly different than described in the plan)*
- d. Renovate Primates Exhibit, relocate Large Cat exhibit, renovate Zoo Building for other uses - *implemented*
- e. Relocate Bear Exhibit, locate Seal Show in the center of the zoo – *not implemented*
- f. Provide for 1,000 vehicles immediately adjacent to the zoo (accommodate parking demand 98% of the time) – *not implemented*

### 3. Como Park Shuttle and Remote Parking Study, Ralph Burke Associates (1980)

Assumed average speed of trolley = 9 mph

Assumed 4 stops: McMurray Field, picnic grounds, Zoo/Conservatory, and Lakeside



Recommended two axle, four-wheeled trolleys with 27 seated + 17 standing passengers  
 Trolley frequency at each stop = 20 to 45 minutes, depending on number of vehicles operating

#### 4. Traffic Planning for Como Park, Ralph Burke Associates (1981)

- a. Convert East Como Lake Drive and West Como Lake Drive from two-way to one-way roadways – *partially implemented (E Como Lake Drive only)*
- b. Redesign Maryland Avenue/Wheelock Parkway/E Como Boulevard/E Como Lake Drive/Victoria Street intersection – *implemented (different design than in the report)*
- c. Realign Lexington Parkway – *implemented*
- d. Abandon Como Avenue between Hamline Avenue and the entrance to the parking area north of McMurray Fields – *implemented*
- e. Close Kaufman Drive east of the Conservatory and construct a turnaround – *partially implemented (Kaufman Drive eliminated as a through roadway)*
- f. Remove Nason Place and Aida Place in front of the Conservatory – *not implemented*
- g. Realign Midway Parkway to join the present Estabrook Drive and combine the two picnic areas into one continuous space adjacent to the central grassy fields – *not implemented*
- h. Construct pedestrian underpasses of Midway Parkway near Beulah Lane and near the frog pond – *not implemented*

#### 5. Como Conservatory Master Plan, Division of Parks and Recreation with the Como Conservatory Planning Advisory Committee (1981)

- a. Construct a Como Park Resource Center as a common entrance to the Zoo and Conservatory – *implemented (note: final design is slightly different than described in the plan)*
- b. Relocate staff parking for the Zoo and Conservatory to an existing parking bay along Kaufman Drive – *implemented*
- c. Construct a major turn-around in front of the Conservatory – *not implemented*
- d. Remove all of Aida Place and Kaufman Drive east of the Conservatory – *not implemented*



## Como Regional Park Transportation Implementation Plan

### 6. Como Park Master Plan, St. Paul Parks and Recreation Department (1984)

Estimated peak attendance = 26,000 visitors per day

- a. Reroute Lexington Parkway - *implemented*
- b. Convert E Como Lake Drive and Gateway Drive/W Como Lake Drive to one-way streets – *implemented on E Como Lake Drive only*
- c. Eliminate portions of Como Lake Drive to create additional space between roadway and lake shore - *implemented*
- d. Eliminate Beulah Lane between Midway Parkway and Horton Avenue and between Como Avenue and Horton Avenue– *implemented*
- e. Eliminate Como Avenue between Beulah Lane and Horton Avenue – *implemented*
- f. Reroute and eliminate all of Kaufman Drive, remove Nason Place, as well as portions of Estabrook Drive – *partially implemented (portions of Kaufman Drive and Nason Place still exist)*
- g. Create new parking lots on Horton Avenue and Beulah Lane – *implemented*
- h. Create two parking lots for the Lakeside Pavilion – *implemented*
- i. Construct pedestrian overpass of Lexington Parkway – *implemented*
- j. Construct 7.8 miles of pedestrian and bicycle pathways – *partially implemented*
- k. Build an internal park trolley system with stops at McMurray Fields, Picnic Area Zoo/Conservatory, and Lakeside Pavilion – *partially implemented*
- l. Remove on-street parking from the park roadways – *not implemented*
- m. Construct a two-level, 400-vehicle parking deck at the current amusement area, along with a 50-vehicle short term parking lot – *not implemented*
- n. Eliminate Midway Parkway between Beluah Lane and Horton Avenue – *not implemented*
- o. Realign Jessamine Avenue – *not implemented*
- p. Acquire 2.87 acres of land from BNSF and construct parking lots adjacent to McMurray Fields – *not implemented*
- q. Construct pedestrian/bike underpasses of Midway Parkway near Beulah Lane and near the frog pond – *not implemented*

### 7. Como Park Natural Resource Inventory, St. Paul Parks and Recreation Department (1995)

No recommendations related to transportation or parking.

Document will be revisited if infrastructure improvements are recommended as part of current study.





**8. Como Park Master Plan Completion (1996)** *note: no authorship is listed on the document*

Recommends against relocating amusements.

Recommends against changes to McMurray Fields and Tennis Courts.

- a. Maximize use of on-street parking within the park – *implemented*
- b. Remove portion of Kaufman Drive and construct 65-space parking lot – *implemented (59-space parking lot)*
- c. Construct a pedestrian overpass of Lexington Parkway - *implemented*
- d. Remove Beulah Lane between Midway Parkway and Horton Avenue and construct a 120-vehicle parking lot – *implemented*
- e. Eliminate parking near intersections on Horton Ave and Midway Pkwy – *partially implemented (landscaped medians not constructed)*
- f. Connect Midway Parkway to Estabrook Drive to reestablish internal circulation – *implemented*
- g. Convert Estabrook Drive to a two-way roadway - *implemented*
- h. Construct 250-person Picnic Pavilion – *implemented*
- i. Build 70-space parking lot next to new Picnic Pavilion – *implemented*
- j. Require large groups at Picnic Pavilion provide shuttle service and remote parking – *implemented*
- k. Construct two family picnic shelters – *partially implemented (one constructed)*
- l. Construct a 400-vehicle underground parking structure near the Conservatory with 100-space surface lot and formal gardens above – *not implemented*
- m. Reduce size of Wolf lot from 123 spaces to 38 spaces - *not implemented*
- n. Provide bike lanes on Horton Avenue – *not implemented (note: bike trail was constructed on south side of Horton Avenue between Lexington Parkway and Hamline Avenue)*

**9. Como Community District Council Position Paper (1996)**

No specific recommendations related to transportation or parking.

Emphasized preservation and fiscal responsibility.

Recommended balancing needs of park with needs of surrounding community.

**10. Como Park Master Plan Implementation Ad Hoc Committee Minority Report (1996)**

Recommends against relocating amusements.

Recommends against reducing the size of the Wolf Lot.

Recommends against removal of Overflow Lot (old golf course lot).



Recommends against removal of on-street parking.  
 Recommends against construction of parking ramp.  
 Recommends against construction of Large Group Pavilion.

- a. Remove a portion of Kaufman Drive at Lexington Parkway and construct a parking lot in the vacated area – *implemented*
- b. Construct a pedestrian overpass of Midway Parkway – *not implemented*
- c. Provide pedestrian access from Overflow Lot to Zoo/Conservatory via Kaufman Drive – *not implemented*
- d. Increase size of Palm Lot to 250 spaces – *not implemented*
- e. Operate a shuttle to the underutilized parking on Como Avenue and Beulah Lane - *not implemented*
- f. Construct a seasonal pedestrian overpass of the BNSF Railroad – *not implemented*
- g. Construct a family (100-person) picnic pavilion on Beulah Lane – *not implemented*

#### **11. Como Park Parking Study, Benshoof and Associates, Inc. (1997)**

Recommended against trolley system, based on operating costs.  
 Recommended against realignment of Jessamine Ave.

- a. Provide weekday bus parking on Estabrook Drive and weekend bus parking on Horton Avenue and Como Avenue – *partially implemented*
- b. Locate employee and volunteer parking north of the zoo – *implemented*
- c. Provide on-street parking on the north side of Midway Parkway between Kaufman Drive and the pedestrian crossing – *implemented*
- d. Remove portion of Kaufman Drive and construct a 65-space lot – *implemented* (59-space parking lot)
- e. Provide on-street parking on Beulah Lane between Como Avenue and Jessamine Avenue – *implemented*
- f. Provide pedestrian/bike connections on removed Beulah Lane – *implemented*
- g. Reduce size of Wolf lot from 123 spaces to 38 spaces - *not implemented*
- h. Construct a 400-spaced parking ramp - *not implemented*
- i. Eliminate 68-vehicle parking lot (former golf course lot) – *not implemented*
- j. Provide angled parking on Como Avenue between Lexington Parkway and Beulah Lane – *not implemented*
- k. Modify or remove Midway Parkway to serve Como Park access and circulation, but not through traffic - *not implemented*



- l. Acquire right-of-way from BNSF Railroad and construct 173 spaces between Jessamine Avenue and the railway - *not implemented*
- m. Construct a 130-space parking lot on Como Avenue east of Beulah Lane - *not implemented*

## 12. The City Itself a Work of Art: A Historical Evaluation of Como Park, The 106 Group Ltd (1997)

Landscapes and features determined to be historically significant include:

- Zoological Building – Zoo
- West Picnic Grounds
  - Comfort Station
  - Ball Fields
  - Council Rings
  - Midway Parkway and Gates
- East Lakefront Area
  - East Como Lake Drive
- Early Recreational Area – Floral Display
  - Aquarium (Original Lily Pond) and Bridge
  - Mannheimer Memorial
  - Schiller monument
  - Lily Pond (Frog Pond)
  - Conservatory
  - Estabrook, Nason, and Kaufman drives
- Early Recreational Area – Active Recreations
- Streetcar Entrance Area
  - Streetcar Station
  - Bridge # 92247 (Lexington Avenue Bridge)
  - Bridge # L-5853 (Foot Bridge)
  - Schiffman Fountain
- East Picnic Grounds

## 13. Creating a Campus A Framework for the Como Park Campus, Close Landscape Architecture and Hokanson/Lunning Associates (1998)

- a. Create a central plaza pedestrian mall at the main entrance to the Zoo/Conservatory – *partially implemented (relationship of plaza and Visitor Center is different than recommended in the framework)*



- b. Construct an Education Resource Center – *implemented*
- c. Realign Kaufman Drive service entrance and provide gated access – *implemented*
- d. Provide on-street permit/assigned parking along service corridor - *implemented*
- e. Improve, maintain and protect existing wooded buffer areas– *implemented*
- f. Construct a bus drop-off at the west side of the main Zoo/Conservatory parking lot – *not implemented*
- g. Recreate Horticultural Display at Conservatory – *not implemented?*

#### **14. Como Park Parking Analysis, St. Paul Parks and Recreation Department (1999)**

Recommend that parking supply accommodate 100% of secondary peak use (783 vehicles) rather than 90% of peak use (1,160 vehicles).

Recommended against construction of parking deck.

- a. Implement remote parking and shuttle system – *implemented*
- b. Eliminate parking on Kaufman Drive (-44 spaces) – *implemented*
- c. Construct smaller Conservatory lot (-78 spaces) - *implemented*
- d. Eliminate old golf course parking lot (-68 spaces) – *not implemented*
- e. Eliminate Wolf lot (-123 spaces) – *not implemented*

#### **15. The Como Lake Strategic Management Plan, Capitol Region Watershed District (2002)**

No recommendations related to transportation or parking.

#### **16. Creating a Campus: A Concept Plan for the Como Zoo and Conservatory, Close Landscape Architecture (2003)**

- a. Construct a 180-vehicle parking lot on the Kaufman Dr alignment – *partially implemented (59-vehicle lot constructed)*
- b. Create one primary vehicular entrance into the service corridor with a circular turnaround at the end of the alignment and eliminate public use of the roadway – *implemented*
- c. Expand Polar Bear exhibit – *implemented*
- d. Construct a new building in the existing Picnic Rental Space – *implemented*
- e. Implement shuttle/transit system – *implemented*
- f. Reconstruct Service Corridor to eliminate public parking – *implemented*
- g. Modify Nason Place to provide access to new parking lot – *implemented*
- h. Eliminate 68-vehicle parking lot (former golf course lot) – *implemented*
- i. Construct new African Hoofed Stock building in current location of Wolf Lot – *not implemented*





- j. Expand Aquatic Animals exhibit – *not implemented*
- k. Expand Primates exhibit – *not implemented*
- l. Construct new maintenance building – *not implemented*
- m. Determine feasibility of outdoor skating rink in Amusements area – *not implemented*
- n. Convert Aida Place to a pedestrian/service promenade in front of the Conservatory and a vehicle turn around east of the Conservatory – *not implemented*
- o. Install electronic signs on Lexington Parkway and Midway Parkway to display available parking information – *not implemented*

#### **17. 2030 Regional Parks Policy Plan: 2006-2011 Metropolitan Regional Parks Capital Improvement Program, Metropolitan Council (2005)**

- a. Rebuild 3.3 miles of existing trail and build 2 miles of new trail – *implemented*
- b. Reconstruct Estabrook Drive and construct a parking lot on former Kaufman Drive – *implemented*
- c. Study replacement of existing pool facility – *implemented*

#### **18. Impervious Surface Alterations in Como Park (2006)**

Changes in impervious surface area within Como Regional Park since the adoption of the Master Plan:

Removed – 660,721 square feet

Added – 475,597 square feet

Net Reduction in Impervious Surface = 185,124 square feet = 4.25 acres

#### **19. Como Park Zoo and Conservatory Visitor Survey, Leisure Vision (2007)**

648 visitors surveyed in August-September 2007.

46% visited at least 2 times per year.

24% of visitors said they were dissatisfied with parking.

16% of visitors indicated that parking was one of the top 3 factors in their enjoyment of the Zoo/Conservatory.

Visitors would allocate \$15 out of a possible \$100 to parking/transportation.

Visitors came from:

- 16% City of St. Paul
- 47% Twin Cities Metro Area
- 22% Greater Minnesota (outside Twin Cities)
- 15% Outside Minnesota



## Como Regional Park Transportation Implementation Plan

### 20. Woodland Outdoor Classroom Master Plan, St. Paul Parks and Recreation Department (2008)

- a. Restore Kilmer Memorial Fireplace and Kilmer Cascades – *not implemented*
- b. Develop 8 woodland classrooms – *not implemented*
- c. Construct a system of three trail types: 10' wide paved, shared-use trail, narrow bituminous stone-surfaced trail to each classroom study area, and soft-surface gravel or woodchip trail or boardwalk for internal circulation – *not implemented*
- d. Disconnect Beulah Lane from Como Avenue and build a cul-de-sac the end of each road – *not implemented*
- e. Construct a vehicle drop-off and turnaround area on Como Avenue – *not implemented*

### 21. Metropolitan Council Regional Parks and Trails Survey, Information Specialist Group (2008)

Primary activities at Como Park, based on intercept surveys conducted in the summer of 2008:

- Zoo (79%)
- Other (10%)
- Picnic (7%)
- Walking/hiking (6%)
- Jogging/running (2%)
- Relaxing (2%)
- Dog walking (1%)
- Swimming (1%) – *note: pool was closed at the time of the survey*
- Sunbathing (1%)
- Camping (1%)

Visits to Como Park from:

- St Paul (15%)
- Minneapolis (11%)
- Ramsey County (10%)
- Metro Area (excluding St. Paul, Minneapolis, Ramsey County) (39%)
- Greater Minnesota (9%)
- Outside Minnesota (16%)
- Outside United States (1%)

Average non-local visits to all St. Paul Regional Parks = 49%



## Como Regional Park Transportation Implementation Plan

### 22. What Do You Want at an Aquatic Facility in Como Park Community Survey, Como Park Alliance (2008)

356 survey responses

- 95% of responses were within the five zip codes around Como Park
- Majority of respondents were 35 to 54
- Majority of respondents used the pool at least 4 times per year
- Quality of facilities and admission fees were both important factors influencing usage
- Residents preferred recreational swimming and children's pool facilities over water park facility

### 23. Como Regional Park Pool Replacement, US Aquatics, including Traffic and Parking Analysis by SRF Consulting Group (2009)

- a. Combine Jessamine Avenue and Como Avenue at a signaled intersection on Lexington Parkway – *not implemented*
- b. Disconnect Beulah Lane from Como Avenue and provide a turnaround at the end of each road – *not implemented*
- c. Add a traffic circle at the intersection of Jessamine Avenue and Beulah Lane – *not implemented*
- d. Eliminate vehicle access to the pool from Horton Avenue – *not implemented*
- e. Remove existing pool parking lot and construct new parking lot on Como Avenue – *not implemented*
- f. Extend Como Shuttle route to pool complex – *not implemented*
- g. Investigate connection from Central Corridor LRT on Lexington Parkway – *not implemented*
- h. Construct new pool complex – *not implemented*
- i. Relocate tennis courts – *not implemented*
- j. Reduce McMurray Fields from 6 softball/baseball diamonds to 3 diamonds – *not implemented*

### 24. Task Force Alternative Vote, Como Aquatic Center Task Force (2009)

The residents' position was summarized in the following points:

- The pool was not considered in the larger context of the park and there were not enough opportunities to gather and incorporate feedback.
- A neighborhood pool, rather than a city-wide aquatic center, is desired. Other sites for a city-wide pool should have been considered.



- There are concerns with phased implementation, namely that the projects not completed in the first phase will never be funded.

## 25. Final Report on Como Area Preliminary Parking Study, St. Paul Public Works Department (2009)

- Conduct a study of the broader Como Park area before implementing permit parking - *implemented*
- Install parking restrictions on residential streets (west side of park) within 1,500 feet of park entrance – *to be implemented February 2011*
- Expand shuttle service to weekdays – *implemented June 2010*
- Evaluate parking alternatives on Hamline Avenue - *to be completed as part of current study*
- Evaluate limited time parking restrictions as an alternative to permit parking – *to be completed as part of current study*

## 26. Annual Use Estimate of the Metropolitan Regional Parks System, Metropolitan Council (1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009)

Annual growth in visitors 1995-2009:

- Como Regional Park = 3.21%
- City of St. Paul Parks System = 5.44%
- Regional Parks System = 7.75%

Data was collected at 54 facilities in 1995 compared to 85 facilities in 2008.

Starting in 2008, the estimated visitors per year changed based on an updated persons per vehicle (PPV) factor. The PPV factors used from 1999-2007 were based on 1998 data, and prior to that based on 1982 data. Seasonal factors were also updated to reflect increased “non-summer” park use.

If the updated PPV and seasonal factors were applied to the 2007 data, it would have resulted in an estimate of 35,563,700 annual park visits rather than 33,047,700 visits (i.e., 7.6% higher)

The current PPV factor is 3.61 for the Como Zoo and Conservatory. The PPV factor is 2.96 for the rest of the Como campus, as well as other St. Paul regional parks. The 1998 PPV factor for Como Park was 2.31. *Note that PPV factors for the Como Zoo and Conservatory were developed prior to operation of the shuttle.*





**27. Butterfly Lot Overflow Parking Study, City of St. Paul Parks and Recreation (2009)**

Concept parking using reinforced turf = net addition of 51 spaces.

Estimated cost = \$210,000